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## Flight test report: EN 926-2:2013

Flight test rep					
Manufacturer	Aircross / Kontest GmbH	Certification number		PG_0905.2014	
Address	Gut Grauhof 1 38644 Goslar Germany	Date of flight test		15. 12. 2014	
Glider model	U-Prime 2 M	Classification		A	
Serial number	0615-0001	Representative		Paul Amiel	
Trimmer	no	Place of test		Villeneuve	
Hilline	TIO	Flace of test		Villerieuve	
Test pilot		Thurnheer Claude		Bourdilloud Elie	
Harness		Sup' Air - Access M		Gin Gliders - Gingo 2 M	
Harness to risers di	stanco (cm)	41		41	
	• •				
Distance between ri	, ,	40		44	
Total weight in fligh	t (kg)	75		95	
1. Inflation/Take-off		A			
Rising behaviour		Smooth, easy and constant rising	Α	Smooth, easy and constant rising	Α
Special take off technique	required	No	Α	No	Α
2. Landing		A			
Special landing technique	required	No	Α	No	Α
3. Speed in straight fligh	t	A			
Trim speed more than 30 l	km/h	Yes	Α	Yes	Α
Speed range using the controls larger than 10 km/h		Yes	Α	Yes	Α
Minimum speed		Less than 25 km/h	Α	Less than 25 km/h	Α
4. Control movement		A			
Max. weight in flight up t	to 80 kg				
Max. weight in flight up to Symmetric control pressur	<u>-</u>	Increasing / greater than 55 cm	Α	not available	0
Symmetric control pressur	e / travel	Increasing / greater than 55 cm	Α	not available	0
	e / travel	Increasing / greater than 55 cm	A 0	not available  Increasing / greater than 60 cm	0 A
Symmetric control pressur  Max. weight in flight 80 k	e / travel  sg to 100 kg e / travel				
Symmetric control pressur  Max. weight in flight 80 k  Symmetric control pressur	e / travel  sg to 100 kg e / travel  ater than 100 kg				
Symmetric control pressur  Max. weight in flight 80 k  Symmetric control pressur  Max. weight in flight great	e / travel  sg to 100 kg e / travel  ater than 100 kg e / travel	not available	0	Increasing / greater than 60 cm	Α
Symmetric control pressur  Max. weight in flight 80 k Symmetric control pressur  Max. weight in flight great Symmetric control pressur	e / travel  ag to 100 kg e / travel  ater than 100 kg e / travel accelerated flight	not available not available	0	Increasing / greater than 60 cm	Α
Symmetric control pressur  Max. weight in flight 80 k Symmetric control pressur  Max. weight in flight gree Symmetric control pressur  5. Pitch stability exiting a	e / travel  ag to 100 kg e / travel  ater than 100 kg e / travel accelerated flight	not available  not available  A	0	Increasing / greater than 60 cm not available	A 0
Symmetric control pressur  Max. weight in flight 80 k Symmetric control pressur  Max. weight in flight gree Symmetric control pressur  5. Pitch stability exiting a Dive forward angle on exit Collapse occurs	e / travel  ag to 100 kg e / travel  ater than 100 kg e / travel accelerated flight	not available  not available  A  Dive forward less than 30°	0 0 A	Increasing / greater than 60 cm  not available  Dive forward less than 30°	A 0 A
Symmetric control pressur  Max. weight in flight 80 k Symmetric control pressur  Max. weight in flight gree Symmetric control pressur  5. Pitch stability exiting a Dive forward angle on exit Collapse occurs  6. Pitch stability operatir flight Collapse occurs	e / travel  ag to 100 kg e / travel  ater than 100 kg e / travel  accelerated flight  ng controls during accelerated	not available  not available  A  Dive forward less than 30°  No  A	0 0 A	Increasing / greater than 60 cm  not available  Dive forward less than 30°	A 0 A
Symmetric control pressur  Max. weight in flight 80 k Symmetric control pressur  Max. weight in flight gree Symmetric control pressur  5. Pitch stability exiting a Dive forward angle on exit Collapse occurs  6. Pitch stability operatir flight Collapse occurs  7. Roll stability and dam	e / travel  ag to 100 kg e / travel  ater than 100 kg e / travel  accelerated flight  ng controls during accelerated	not available  not available  A  Dive forward less than 30°  No  A	0 0 A A	Increasing / greater than 60 cm  not available  Dive forward less than 30°  No	A 0 A A
Symmetric control pressur  Max. weight in flight 80 k Symmetric control pressur  Max. weight in flight gree Symmetric control pressur  5. Pitch stability exiting a Dive forward angle on exit Collapse occurs  6. Pitch stability operatir flight Collapse occurs  7. Roll stability and dam Oscillations	e / travel  ag to 100 kg e / travel  ater than 100 kg e / travel  accelerated flight  ag controls during accelerated	not available  not available  A  Dive forward less than 30°  No  A	0 0 A A	Increasing / greater than 60 cm  not available  Dive forward less than 30°  No	A 0 A A
Max. weight in flight 80 k Symmetric control pressur  Max. weight in flight gree Symmetric control pressur  5. Pitch stability exiting a Dive forward angle on exit Collapse occurs 6. Pitch stability operatir flight Collapse occurs 7. Roll stability and dam Oscillations 8. Stability in gentle spir.	e / travel  ag to 100 kg e / travel  ater than 100 kg e / travel  accelerated flight  ag controls during accelerated  ping als	not available  not available  A  Dive forward less than 30°  No  A  No  A  Reducing  A	0 0 A A A	Increasing / greater than 60 cm  not available  Dive forward less than 30°  No  No  Reducing	A 0 A A A
Max. weight in flight 80 k Symmetric control pressur  Max. weight in flight gree Symmetric control pressur  5. Pitch stability exiting a Dive forward angle on exit Collapse occurs 6. Pitch stability operatir flight Collapse occurs 7. Roll stability and dam Oscillations 8. Stability in gentle spir Tendency to return to strain	g to 100 kg e / travel ater than 100 kg e / travel accelerated flight ag controls during accelerated ping als ight flight	not available  not available  A  Dive forward less than 30°  No  A  No  A  Reducing  A  Spontaneous exit	0 0 A A	Increasing / greater than 60 cm  not available  Dive forward less than 30°  No	A 0 A A
Max. weight in flight 80 k Symmetric control pressur  Max. weight in flight gree Symmetric control pressur  5. Pitch stability exiting a Dive forward angle on exit Collapse occurs 6. Pitch stability operatir flight Collapse occurs 7. Roll stability and dam Oscillations 8. Stability in gentle spir.	e / travel  ag to 100 kg e / travel  ater than 100 kg e / travel  accelerated flight  ag controls during accelerated  ping als aght flight  lly developed spiral dive	not available  not available  A  Dive forward less than 30°  No  A  No  A  Reducing  A	0 0 A A A	Increasing / greater than 60 cm  not available  Dive forward less than 30°  No  No  Reducing	A 0 A A A
Max. weight in flight 80 k Symmetric control pressur  Max. weight in flight gree Symmetric control pressur  5. Pitch stability exiting a Dive forward angle on exit Collapse occurs 6. Pitch stability operatir flight Collapse occurs 7. Roll stability and dam Oscillations 8. Stability in gentle spir Tendency to return to strai  9. Behaviour exiting a fu Initial response of glider (fi	e / travel  ag to 100 kg e / travel  ater than 100 kg e / travel  accelerated flight  ag controls during accelerated  ping  als ight flight  lly developed spiral dive  arst 180°)	not available  A Dive forward less than 30° No A No A Reducing A Spontaneous exit A Immediate reduction of rate of turn	0 0 A A A A	Increasing / greater than 60 cm  not available  Dive forward less than 30° No  No  Reducing  Spontaneous exit  Immediate reduction of rate of turn	A
Max. weight in flight 80 k Symmetric control pressur  Max. weight in flight gree Symmetric control pressur  5. Pitch stability exiting a Dive forward angle on exit Collapse occurs 6. Pitch stability operatin flight Collapse occurs 7. Roll stability and dam Oscillations 8. Stability in gentle spir Tendency to return to strai 9. Behaviour exiting a fur	e / travel  ag to 100 kg e / travel  ater than 100 kg e / travel  accelerated flight  ag controls during accelerated  ping  als ight flight  lly developed spiral dive  arst 180°)	not available  A Dive forward less than 30° No A No A Reducing A Spontaneous exit A Immediate reduction of rate of	0 0 A A A	Increasing / greater than 60 cm  not available  Dive forward less than 30°  No  No  Reducing  Spontaneous exit	A 0 A A A A
Max. weight in flight 80 k Symmetric control pressur  Max. weight in flight gree Symmetric control pressur  5. Pitch stability exiting a Dive forward angle on exit Collapse occurs 6. Pitch stability operatir flight Collapse occurs 7. Roll stability and dam Oscillations 8. Stability in gentle spir Tendency to return to strai  9. Behaviour exiting a fu Initial response of glider (fi	e / travel  ag to 100 kg e / travel  ater than 100 kg e / travel  accelerated flight  ag controls during accelerated  ping  als ight flight  lly developed spiral dive irst 180°)  ight flight	not available  A Dive forward less than 30° No A No A Reducing A Spontaneous exit A Immediate reduction of rate of turn Spontaneous exit (g force decreasing, rate of turn	0 0 A A A A	Increasing / greater than 60 cm  not available  Dive forward less than 30° No  No  Reducing  Spontaneous exit  Immediate reduction of rate of turn  Spontaneous exit (g force	A

10. Cylimicalic from Conapse	<b>A</b>			
Approximately 30 % chord				
Entry	Rocking back less than 45°	Α	Rocking back less than 45°	Α
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
Dive forward angle on exit Change of course	Dive forward 0° to 30° Keeping course	Α	Dive forward 0° to 30° Keeping course	Α
Cascade occurs	No	Α	No	Α
Folding lines used	No	Α	No	Α
Ç				
At least 50% chord				
Entry	Rocking back less than 45°	Α	Rocking back less than 45°	Α
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
Dive forward angle on exit / Change of course	Dive forward 0° to 30° / Keeping course	Α	Dive forward 0° to 30° / Keeping course	Α
Cascade occurs	No	Α	No	Α
Folding lines used	No	Α	No	Α
With accelerator				
Entry	Rocking back less than 45°	Α	Rocking back less than 45°	Α
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
Dive forward angle on exit / Change of course	Dive forward 0° to 30° / Keeping course	Α	Dive forward 0° to 30° / Keeping course	Α
Cascade occurs	No	Α	No	Α
Folding lines used	No	Α	No	Α
11. Exiting deep stall (parachutal stall)	A			
Deep stall achieved	Yes	Α	Yes	Α
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	Α
Change of course	Changing course less than 45°	Α	Changing course less than 45°	Α
Cascade occurs	No	Α	No	Α
12. High angle of attack recovery	A			
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
Cascade occurs	No	Α	No	Α
13. Recovery from a developed full stall	A			
Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	Α
Collapse	No collapse	Α	No collapse	Α
Cascade occurs (other than collapses)	No	Α	No	Α
Rocking back	Less than 45°	Α	Less than 45°	Α
Line tension	Most lines tight	Α	Most lines tight	Α
14. Asymmetric collapse	A			
Small asymmetric collapse				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 15° to 45°	Α	Less than 90° / Dive or roll angle 0° to 15°	Α
Re-inflation behaviour	Spontaneous re-inflation	Α	Spontaneous re-inflation	Α
Total change of course	Less than 360°	Α	Less than 360°	Α
Collapse on the opposite side occurs	No (or only a small number of	Α	No (or only a small number of	Α
Collapse on the opposite side occurs	collapsed cells with a spontaneous reinflation)	^	collapsed cells with a spontaneous reinflation)	^
Twist occurs	No	Α	No	Α
Cascade occurs	No	Α	No	Α
Folding lines used	No	Α	No	Α
Large asymmetric collapse				
Change of course until re-inflation / Maximum dive forward or	Less than 90° / Dive or roll angle	Α	Less than 90° / Dive or roll angle	Α
roll angle	15° to 45°		15° to 45°	
Re-inflation behaviour	Spontaneous re-inflation	Α	Spontaneous re-inflation	Α
Total change of course	Less than 360°	Α	Less than 360°	Α

Α

10. Symmetric front collapse

Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous reinflation)	Α	No (or only a small number of collapsed cells with a spontaneous reinflation)	Α
Twist occurs	No	Α	No	Α
Cascade occurs	No	A	No	A
Folding lines used	No	Α	No	Α
Small asymmetric collapse with fully activated accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 15° to 45°	Α	Less than 90° / Dive or roll angle 0° to 15°	Α
Re-inflation behaviour	Spontaneous re-inflation	Α	Spontaneous re-inflation	Α
Total change of course	Less than 360°	Α	Less than 360°	Α
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous reinflation)	Α	No (or only a small number of collapsed cells with a spontaneous reinflation)	Α
Twist occurs	No	Α	No	Α
Cascade occurs	No	Α	No	Α
Folding lines used	No	Α	No	Α
Large asymmetric collapse with fully activated accelerator				
Change of course until re-inflation / Maximum dive forward or	Less than 90° / Dive or roll angle	Α	90° to 180° / Dive or roll angle 0° to	Α
roll angle	15° to 45°	^	15°	^
Re-inflation behaviour	Spontaneous re-inflation	Α	Spontaneous re-inflation	Α
Total change of course	Less than 360°	Α	Less than 360°	Α
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous reinflation)	Α	No (or only a small number of collapsed cells with a spontaneous reinflation)	Α
Twist occurs	No	Α	No	Α
Cascade occurs	No	Α	No	Α
Folding lines used	No	Α	No	Α
15. Directional control with a maintained asymmetric	A			, ,
collapse				
Able to keep course	Yes	Α	Yes	Α
180° turn away from the collapsed side possible in 10 s	Yes	Α	Yes	Α
Amount of control range between turn and stall or spin	More than 50 % of the	Α	More than 50 % of the symmetric	Α
Amount of control range between turn and stail of spin	symmetric control travel	^	control travel	
16. Trim speed spin tendency	A			
Spin occurs	No	Α	No	Α
17. Low speed spin tendency	A			
Spin occurs	No	Α	No	Α
18. Recovery from a developed spin	A			
Spin rotation angle after release	Stops spinning in less than 90°	Α	Stops spinning in less than 90°	Α
Cascade occurs	No	Α	No	Α
19. B-line stall	A			
Change of course before release	Changing course less than 45°	Α	Changing course less than 45°	Α
Behaviour before release	Remains stable with straight span	Α	Remains stable with straight span	Α
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	Α
Cascade occurs	No	Α	No	Α
20. Big ears	A			
Entry procedure	Dedicated controls	Α	Dedicated controls	Α
• •				
Behaviour during big ears	Stable flight	A	Stable flight	A
Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	Α
21. Big ears in accelerated flight	<b>A</b>			
Entry procedure	Dedicated controls	Α	Dedicated controls	Α
Behaviour during big ears	Stable flight	Α	Stable flight	Α
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	Α

Behaviour immediately after releasing the accelerator while maintaining big ears	Stable flight	А	Stable flight	Α
22. Alternative means of directional control	A			
180° turn achievable in 20 s	Yes	Α	Yes	Α
Stall or spin occurs	No	Α	No	Α
23. Any other flight procedure and/or configuration described in the user's manual	0			
Procedure works as described	not available	0	not available	0
Procedure suitable for novice pilots	not available	0	not available	0
Cascade occurs	not available	0	not available	0

## 24. Comments of test pilot

Comments